

## ***TSN User Requirements (Mapped to Increments) -- TSN Plenary Session, October 2002***

<i><b>TSN Requirement #</b></i>	<i><b>TSN Requirement Description</b></i>	<i><b>Increment (s)</b></i>	<i><b>Comments</b></i>
ACT-001	<p>The Trade must have the capability to establish and define their own accounts.</p> <p>A. The Trade must also be able to establish relationships between accounts in different trade roles.</p> <p>B. The Trade must be able to link multiple (sub) accounts across corporate structure.</p> <p>C. ACE will generate a unique identifier for each defined account and will ensure that the account being defined does not duplicate another with the same name.</p>	1.1, 1.2, 2, 4	<p>Increment 1 Release 1 – initial importer accounts</p> <p>Increment 1 Release 2 – initial truck carrier accounts</p> <p>Increment 2 – carrier, broker, surety etc. accounts</p> <p>Increment 4 – exporter, freight forwarder accounts</p>
ACT-002	<p>The Trade must have the capability to access all data pertaining to their account, both administrative and transaction.</p> <p>A. Access must be "immediate, real time."</p> <p>B. Access to account data includes access to other accounts that have been linked hierarchically and/or across corporate structure.</p> <p>C. Access by the trade to account information must be prohibited unless the account-owner grants access.</p> <p>D. An ad-hoc report-generating tool for creating reports from ACE must be available, with capabilities to support analysis.</p>	1.1, 1.2, 2, 4	All ACS transaction data may not be available when the account is initially established.
ACT-003	<p>The Trade must have the capability to maintain all account data created/ submitted by their users.</p> <p>A. Maintenance must be "immediate, real-time."</p> <p>B. Only the Account-owner can grant maintenance privilege to other users.</p> <p>C. ACE must prohibit maintenance of account information by anyone except the account-owner and other users that have been granted the privilege.</p> <p>D. The account owner must have the capability to maintain (create, update, delete) links to other accounts in order to maintain account relationships across the corporate structure.</p>	1.1, 1.2, 2, 4	Granting of full access privileges may not be available in Increment 1 but will be there by Increment 2.
ACT-004	<p>Capability for the Trade to access the list of the compliance data elements and definitions, including how Customs tracks/measures them.</p>	1.1, 1.2, 2, 4	Customs policy issue concerning what compliance data will be available for viewing by the account.

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ACT-005	Electronic power of attorney capability whereby an account can establish and maintain a POA relationship	NA	Requirement rejected previously.
ACT-006	ACE must include a contact log capability whereby significant interactions between the Trade and Customs are captured and recorded by Customs. A. The contact log must be searchable and sortable, e.g., by account, date, initiating party, person contacted. B. The trade requires the capability to record and maintain contact information in the log. Specifically, there must be a field for each recorded contact in which the Trade can enter its own after-the fact annotations or commentary.	1.1, 1.2, 2, 4	
ACT-007	Importer Web Portal Requirements including view/list/search capabilities needed, maintenance functions required, query and download capabilities, status notifications and searches and interactive notes.	1.1, 1.2	
ACT-008	Bond Application Requirements including a list of data elements the sureties recommend ACE capture for bond application information.	2	
ACT-009	Surety Web Portal Requirements including view and query capabilities needed, maintenance functions required, download capabilities and the ability to file bond riders and terminate a bond.	2	
BUS-HL-001	Applying imaging technology to support referencing scanned 3D images of merchandise and/or cargo contents.	1.2, 2, 3, 4	Already being utilized in the Ports.
BUS-HL-002	Use imaging technology to support transmission and storing of scanned forms.	2, 3, 4	Currently planned for Increment 2
BUS-HL-003	Provide high-speed internet access to Customs E-business applications that will enable business transactions and reviewing account status	1.1, 1.2, 2, 3, 4	Part of the account portal development process.
BUS-HL-004	Provide access to data content independent of data presentation in a common representation to eliminate data redundancy. Support role protected data at the application level.	1.2, 2, 3, 4	This refers to a standard design parameter for format and location of data so that all users are looking at the same data in the same format.
BUS-HL-005	Provide secure access to Customs E-business solutions.	1.1, 1.2, 2, 3, 4	Available through the users account portal.

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BUS-HL-006	Use innovative technologies to address the training, and testing processes that will need to support the introduction of new applications and processes	1.1, 1.2, 2, 3, 4	
BUS-DET-007	Category: Account Profile Provide users the web-based functionality to access and manage account profile data.	1.1, 1.2, 2, 3, 4	
BUS-DET-008	Category: Account Activity Status Provide users the web-based functionality to access account activity status and the ability to view information from role-based views.	1.1, 1.2, 2, 3, 4	Part of the account portal development process.
BUS-DET-009	Category: Payment Activity Status Provide users the web-based functionality to access payment activity status data with the ability to view via role-based views (importer, broker, all)	1.2, 2, 3, 4	Final rollout in Increment 4.
BUS-HL-010	Category: Payment Activity Status Provide services to authorize on-line transaction payments by a single agent.	1.2, 2, 3, 4	Final rollout in Increment 4.
BUS-DET-011	Link payment to account profile, using encryption.	1.2, 2, 3, 4	
BUS-DET-012	Category: Payment Activity Status Provide the functionality to offset underpayments and overpayments to the extent the law permits.	1.2, 2, 3, 4	
BUS-DET-013	Category: Payment Activity Status Provide the web-based functionality for users to tag items that may be in dispute.	3, 4	
BUS-DET-014	Category: Payment Activity Status Provide the functionality for users to generate projected statements on demand with both retrospective and prospective views.	1.2, 2, 3, 4	
BUS-DET-015	Provide the capability to select entry track on a transactional basis. When entries are prepared, there should be provisions to select submissions via different tracks.	1.2, 2, 3, 4	
BUS-DET-016	Category: Security Implement data privacy and provide for role-based access according to user levels.	1.1, 1.2, 2, 3, 4	

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ENT-001	<p>ACE should provide for widely available release of cargo on minimal data (Track 4).</p> <p>A. Minimal data may vary by commodity to meet other government agency requirements.</p> <p>B. ACE should allow importers that qualify under published standards to file minimal data by registering with Customs without prior approval.</p> <p>C. Minimal data should be applicable to all modes of transport.</p> <p>D. An importer should have the option of obtaining release on the submission of complete data.</p>	1.2, 2	Minimal data – not yet defined. Subject to Customs policy determination and possible regulatory changes. Some cargo release functionality in Increments 3 and 4.
ENT-002	<p>Release: ACE Should allow for advance submission of non-variable minimal data elements (updated when required) to reduce the amount of data flowing between filers and Customs with each shipment.</p> <p>A. Pre-registration of data into an account profile including importer identifying data, product data, and OGA information.</p> <p>B. Continual update of data</p> <p>C. Means for Customs to communicate with the trade to request additional information or provide status notifications on various issues.</p>	1.2, 2	
ENT-003	<p>Release: Implement Importer Activity Summary Statement (IASS) to provide an option for aggregate filing of statistical and revenue data for multiple releases on a monthly basis.</p> <p>A. The IASS will be the legal entity. If Customs needs to extend for reasons allowed by law, the entire IASS should not be extended, only the applicable line. The same is true for reconciliation.</p> <p>B. Multiple refunds per IASS must be allowed.</p> <p>C. Multiple IASS's can be filed for a month.</p> <p>D. Importers need the flexibility to structure the IASS in a manner that best comports with their business process.</p>	3	Subject to Customs policy determination and possible statutory and regulatory changes.

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ENT-004	<p>Post Release: Importers should have flexibility to use an IASS or any of the prescribed methods for completing statistical and accounting requirements.</p> <p>A. ACE should accommodate full data at release, or within a specified period after release.</p> <p>B. ACE should accommodate release followed by the filing of an IASS containing statistical and revenue data for each release not later than a specific number of days after the close of the month in which a shipment is released.</p> <p>C. ACE should accommodate release followed by an IASS summarizing statistical and revenue activity for the previous month, filed no later than a specific number of days after the closed of the month in which a shipment is released.</p>	3	Subject to Customs policy determination and possible statutory and regulatory changes.
ENT-005	The IASS will be the legal entity (i.e., the entry) for filers who use it for purposes other than extension. If Customs extends liquidation of an IASS it should extend only those lines on the IASS with respect to which it has insufficient information to finalize the IASS.	3	Subject to Customs policy determination and possible statutory and regulatory changes.
ENT-006	<p>Post-release. Importers should have flexibility to structure the IASS in the manner that best comports with their business practices (e.g. by importer number, port, etc.)</p> <p>A. The trade should not have a flag at the time of release, indicating the type of follow-up: individual summary of IASS.</p> <p>B. The release should be treated as an IOU, with satisfaction coming through the actual filing of an individual summary (currently within 10 working days) or through an IASS.</p>	3	Subject to Customs policy determination and possible statutory and regulatory changes.
ENT-007	Provide as an alternative, for a period of not more than 21 months from the beginning of the fiscal year for the filing of the reconciliation entry where the reconciliation is based on the importer's fiscal year.	3	Subject to Customs policy determination and possible statutory and regulatory changes.

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ENT-008	Expansion of data elements under reconciliation that can be revised. Additionally, proposal of new narrower flags, e.g., value assist and broad flags. A. All data elements should be subject to revision through the filing of a post-entry amendment or reconciliation. B. Provide for both broad flagging of an issue like value and for narrow flags like dutiable commissions to reduce contingent liabilities.	3	Subject to Customs policy determination and possible statutory and regulatory changes.
ENT-009	Aggregate Reconciliation: ACE should accommodate current policies/options to file aggregate reconciliations. In addition, once Customs has been satisfied that its release control function requirement has been met, there should be no need to link reconciliation back to individual releases.	3	Subject to Customs policy determination and possible statutory and regulatory changes.
ENT-010	Allow prospective and retrospective designation (flagging) of elements for reconciliation.	3	Subject to Customs policy determination and possible statutory and regulatory changes.
ENT-011	ACE should provide payment options under which calculation and payment of duties and other monies owed is separate from the release process. A. System should offer payment approaches to address the needs of large and small importers, transaction-based and account based. B. System should provide for payment without incurring interest except as provided under current law for late payments.	1.2, 2, 3	Initial functionality for periodic payment begins in Increment 1 Release 2 and continues throughout the development process. Subject to Customs policy and statutory and regulatory issues.
ENT-012	Trade notification to Customs of completed reconciliation	3	
ENT-013	Electronic ability to make multiple corrections to original entry	1.2, 2, 3, 4	Functionality will be developed along with the entry/entry summary. Subject to Customs policy and statutory and regulatory issues.
ENT-014	ACE must allow for multiple refunds. A. Claims should be assumed to be valid unless there is evidence to the contrary. B. Money should be refunded immediately. C. Trade will bear responsibility for interest charges related to any errors.	3, 4	Functionality will be developed in conjunction with the entry summary.
ENT-015	ACE must provide an audit trail that identifies the date and reason for all corrections and refunds.	1.2, 2, 3, 4	Initial functionality begins with Increment 1 Release 2 and continues throughout the development process.

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ENT-016	The Importer Activity Summary Statement (IASS) should be national, not port specific. However, the port needs to be identified for statistical purposes.	3	Subject to Customs policy determination and possible statutory and regulatory changes.
ENT-017	Multiple IASSs can be filed for a month. The Trade community should have the flexibility to determine what to put on an IASS and how many to file. This flexibility simplifies the aggregation rules required for an individual IASS.	3	Subject to Customs policy determination and possible statutory and regulatory changes.
ENT-018	The Periodic Payment Statement should have the capability to cover all financial transactions (All IASSs, individual entries for the period = Daily ABI statement x 30). Provision should be made for importers or brokers to file and pay individual daily statements in addition to a Periodic Payment Statement.	1.2, 2, 3	Initial functionality for periodic payment will begin in Increment 1.2. Daily statement is covered in Increment 2 and IASS in Increment 3. Subject to Customs policy determination and possible statutory and regulatory changes.
ENT-019	The Trade's records can serve the release control function that ensures full linkage between release and summary for all imports into the US.	3	Subject to Customs policy determination and possible statutory and regulatory changes.
ENT-020	Trade community needs to be able to access Customs data to determine the account status.	1.1, 1.2, 2, 3, 4	Initial functionality begins with Increment 1 Release 1 and will be expanded throughout the development process.
ENT-021	Aggregate must be retained as a feature. Trade Community wants flexibility to choose between aggregate and entry by entry filing. Affects how IASS will be aggregated.	3, 4	
ENT-022	In electronic world, there should be no difference in processing informal and formal entries. The same process should be used for both; the computer can identify the type of entry.	3	Subject to Customs policy determination and possible regulatory changes.

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ENT-023	<p>ACE should continue to support all current release mechanisms.</p> <p>A. The various release mechanisms should allow data to be submitted in existing formats and new formats.</p> <p>B. ACE should accept options for filing data sets either fully electronic or via a combination of electronic and paper.</p> <p>C. Any type of Customs Business should qualify for release at primary.</p> <p>D. Secure Expedited Release should consist of multiple levels.</p> <p>E. ACE should accommodate importers who wish to certify for release from the entry summary.</p>	1.2, 2, 3	
ENT-024	<p>ACE shall provide for the automation of the Application for Foreign Trade Zone Admission and/or Status Designation. A. ACE shall accommodate an electronic signature/approval for zone admissions.</p> <p>B. ACE shall send an acknowledgment to the filer and the zone operator when the merchandise has successfully been admitted into the zone.</p>	2	
ENT-025	<p>ACE shall provide flexibility in reporting formats and means of communication.</p> <p>A. ACE shall provide the option to report electronic data via the web for the zone admission process.</p> <p>B. ACE shall likewise accept the ANSI X12 data set for reporting zone admissions.</p> <p>C. ACE shall accept an XML format.</p>	2	
ENT-026	<p>ACE shall accommodate the filing of aggregate data either on a weekly or monthly basis by approved filers.</p> <p>A. Zones shall have the flexibility to structure the IASS or weekly admission in a manner that comports with their business practices.</p>	2,3	
ENT-027	<p>ACE shall provide the ability to accept multiple revisions to data previously submitted.</p> <p>A. ACE shall send an acknowledgment to the filer when the revision has been accepted.</p> <p>B. ACE shall provide an audit trail to track all revisions.</p>	2	



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ENT-028	ACE shall use the acceptance of the Application for Foreign Trade Zone Admission and/or Status Designation to close out the in-bond move from the port to the zone.	2	
ENT-029	ACE shall retain the Direct Delivery Procedure (19 CFR 146.39). A. ACE shall accept a direct delivery indicator as part of the required zone admission data elements. B. ACE shall provide the capability of filing the written application for direct delivery via the web portal. C. ACE shall provide notification to the applicant of the acceptance or denial of the application. D. ACE shall also notify the applicant of any revocation of approval.	2	
ENT-030	ACE shall notify the importer when a sample is taken. A. ACE shall identify the reason the sample is being taken. B. ACE shall identify the date the sample was sent to the laboratory. C. ACE shall identify the lab (location) where the sample was sent. D. ACE shall provide lab findings and reports from Customs and PGAs. E. ACE shall display the information on the web portal.	2	
Interface - 1	Customs should ensure that XML utilization for Trade interfaces complies with appropriate international standards.	1.2, 2, 3, 4	Will be developed throughout the process.
Interface - 2	Whenever an ACE capability is successfully deployed that would replace a legacy interface capability, the legacy interface will be supported for five years. In the event that use of the legacy interface by Trade partners ceases, the older interface may be eliminated in less than five years.	1.2, 2, 3, 4	
Interface - 3	Image transfer will be supported under ACE. E-Customs Partnership to choose and document image format (e.g., TIFF, JPEG, etc.).	NA	Not technically an ACE system requirement
Interface - 4	The existing Customs toll-free lines for system access will be discontinued under ACE.		Not technically an ACE system requirement.

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Interface - 5	Trade interactions with ACE will be secure in accordance with the Trade Secrets Act.	1.1, 1.2, 2, 3, 4	
Interface - 6	ACE will provide for the following modes of communication with Trade partners: Direct Connet using dedicated links, Internet Connect using EDI transmissions, Web Access over Internet for account management, Transponder for truck identification, Broadcast capabilities for USCS-to-Trade push of informational messages. The TSN Trade Interface Subcommittee- ACE Requirements document, Version 2.0 of 17 Jan 01, provides more detailed descriptions of communications modes.	1.2, 2, 3, 4	
Interface - 7	A Trade Partner may opt for a mixture of communication modes.	1.1, 1.2, 2, 3, 4	Access to communication modes dependent on Customs determination.
Interface - 8	Multiple connectivity options with ACE based on Trade Partners needs.	1.2, 2, 3, 4	This is already covered in Interface 7.
Interface - 9	All communications modes, exclusive of uncontrollable aspects of the Internet, must be available 24 hours a day, every day of the year. Performance of communications modes, exclusive of uncontrollable aspects of the Internet, must be demonstrably within industry norms. Comparison of performance metrics for similar communications implementations should be used to set nominal response time for those developed by eCP.	1.1, 1.2, 2, 3, 4	
ITD-001	Appeal Process for ITDS applications and participants for Track 4 Processing Notification of Adverse Action notification to trade participants when a proposal to revoke participation is made. Establish a 2-step appeal process.	1.2, 2, 3, 4	Customs has not yet determined the requirements for low risk importers.
ITD-002	Importer Application/rejection/amendment/removal/appeal/process. FDA and NHTSA should participate in the track 4 process modeled after AES option 4.	1.2, 2, 3, 4	This is subject to USCS policy decisions. No discussions, as of yet have taken place with PGAs on identification of low risk importers.
ITD-003	Carrier crew & conveyance registration. Before filing a motor freight manifest, carriers will complete a one-time electronic registration of each of their conveyances and crew members.	1.2, 2, 3, 4	

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ITD-004	Census Country of Ultimate Destination. If exported merchandise will subsequently be exported, the country of ultimate destination will be reported in the entry summary line item.	3, 4	
ITD-005	Census Override Reason Code. Override codes will be used to respond to warning errors. Census will provide a list of override codes. The trade will have the ability to report multiple override codes on an entry summary line.	3, 4	
ITD-006	FCC: Entry Summary. For all track 4 shipments FCC data for reported commodities will be collected in the entry summary.	3, 4	
ITD-007	FDA: Cargo Examination (track 4). When a track 4 shipment is selected for examination, FDA data for the reported commodities will also be collected.	2, 3, 4	Will require consultation with FDA to incorporate FDA requirements in cargo exam CUSDEC.
ITD-008	FDA: Entry Summary for track 4 shipments released without examination where commodity data is not submitted until entry summary data is filed. The FDA data collected will be similar to that currently collected in ABI.	2, 3, 4	Will require consultation with FDA to incorporate FDA requirements in cargo exam CUSDEC.
ITD-009	FDA: Arrival/Release. FDA staff will be available to make cargo release decision at all hours when a motor freight port is open.	2, 3, 4	Subject to FDA policy determination.
ITD-010	Arrival/Release. FMCSA will release all trucks if no safety official authorized by DOT is on duty when the truck arrives at the inspection booth.	1.2, 2	Subject to FMCSA policy determination.
ITD-011	Importer Track 4 application/approval/rejection/amendment process. Track 4 applications should be accepted electronically and ITDS should provide prompt electronic response reflecting decisions of all PGAs.	1.2, 2	Refers to a driver/crew registration system. ACE will allow for a global registration system. Some PGA policy determinations need to be made.
ITD-012	Assignment of a unique ITDS Registration Number for each certified track 4 transaction at the shipment level detail.	1.2, 2	There is no unique ITDS number. ACE will provide an Entry Number and a Shipment Control Number to identify the specific transaction.
ITD-013	Application of Risk Management Principles to identify, approve and create accounts.	2	

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ITD-014	Motor Freight Manifest. The carrier will transmit manifest data at least five minutes before arrival at the inspection booth. Customs will perform risk assessment using complete manifest data.	3	
ITD-015	NHTSA: Entry Summary for all track 4 shipments. NHTSA data will be collected in the entry summary similar to that currently collected in the ABI.	3	
ITD-016	Pre-Registration to allow trade participants to pre-file electronic data with ITDS for the purposes of establishing accounts to create databases.	2	
ITD-017	Account Access. The ITDS system must allow access to information and functions through the account structure.	2	
ITD-018	Electronic Acceptance of Data: Electronic Notification of Acceptance of Registration.	1.2, 2	
ITD-019	Registration Data Available to the Trade (dependent on ITD-012 assignment of registration numbers.)	2	
ITD-020	System Availability and Response Time: ITDS must establish systemic redundancies to help ensure processing is available on a 24/7 basis.	2	
ITD-HL-001	Identify, Approve, and Create Accounts and Establish Pre-Approval Processes. PGA's should develop account management and pre-review/pre-approval methodologies.	1.2, 2, 3, 4	The trade wants the PGAs to look at them as accounts. The structure of ACE needs to provide the flexibility to allow the PGAs to use the account portal for specified authorized enforcement functions.
ITD-HL-002	Establish Risk Management Systems for Participating Agencies	1.2, 2, 3, 4	Functionality will be developed based on PGA requirements and integration within ACE.
ITD-HL-003	Accounts Based Processes with Other Government Agencies	1.2, 2, 3, 4	
ITD-HL-004	System Availability and Response Time: on a 24/7 basis pertaining to the disposition of individual transactions.	1.2, 2, 3, 4	
ITD-HL-005	ITDS should provide a single window (middleware) between U.S. federal government agencies, other international government agencies and trade. ITDS will accept, maintain and support the "G7 Initiative on Customs Harmonization and Simplification."	1.2, 2, 3, 4	

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ITD-HL-006	Data Collection Model /Data Harmonization ITDS should adopt the Customs data collection model for Tracks 2,3 and 4 as the framework for specification of other agencies' ITDS data requirements.	1.2, 2, 3, 4	
ITD-HL-007	High Level Systems and Support Issues: ITDS must articulate systems (IT) design criteria to meet the needs of the USCS (ACE), all the PGAs, and the Trade Community stakeholders. For more detailed description, see High Level requirement ITD-HL-008.	1.2, 2, 3, 4	
ITD-HL-008	ITDS Systems Operating Requirements and Roll-out ITDS, should be seen as a shared, multi tenant gateway, a Single Point of Integration and migration for the ACE solution. ITDS is an integral part of the ACE network of applications and a core component part of Custom's EA and the platform that operates the common API, supporting integration and the rapid development of interfaces between the trade, the PGAs and ACE.	1.1, 1.2, 2, 3, 4	ITDS/PGA user requirements are being developed throughout the process.
ITD-HL-009	Rollout Plan: Develop a comprehensive strategy for roll-out of ITDS to the various participating government agencies (PGA's).	1.2, 2, 3, 4	This is being accomplished through the ITDS Program Support Group.
MMM-001	Participants in Track 4 must transmit all data electronically.	1.2, 2	Subject to Customs policy determination.
MMM-002	Electronic manifest systems must allow for multiple tracks and all other existing types of entry.	1.2, 2	Subject to Customs policy determination.
MMM-003A	NCAP/ACS must be able to process a shipment (bill of lading) that arrives on more than one trip or flight at one or more than one U.S. Port of Arrival for air and truck.	1.2, 2	Subject to Customs policy determination and possible regulatory changes.
MMM-003B	Manifests for air must be able to process a consolidated shipment.	2	
MMM-004	If Customs finds that the equivalent of a trip # is a needed data element for other modes of transportation, it will need to accept the current AMS participants' method of identifying flight, voyage or train.	1.2, 2	Subject to Customs policy determination.
MMM-005	Since track 4 data is a shipper/Customs/importer arrangement, carriers should not be held responsible for the data accuracy nor be assessed fines or penalties on the additional track 4 data elements.	NA	Not an ACE system requirement

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MMM-006	Add track 4 messaging to current ACS messaging process. (The carrier needs to know if the information supplied by the shipper is acceptable for track 4 release).	1.2, 2	
MMM-007	The option of an indicator must be available for bill transmissions from all modes of transportation showing it is a track 4 shipment.	1.2, 2	
MMM-008	US Customs Service needs to review and consider a re-design of present track 4 requirements in order to simplify the process for all parties (shipper/importer, carriers, and USCS themselves). (Single reference number to be used by all parties in the transaction.)	1.2, 2	
MMM-009	US Customs Service needs to allow alternative avenues to receive release/entry track 4 data.	1.2, 2	
MMM-010	Customs is to use existing shipment identifiers for the track 4 issuer/transaction number (SID). Those identifiers are: air – master air waybill number and house waybill number, sea – ocean bill of lading, rail – unique Customs bill of lading number, truck – PRO number/unique carrier reference number.	1.2, 2	Subject to Customs policy.
MMM-011	Need a face to face meeting with approved and/or potential track 4 importers.	NA	Not an ACE systems requirement.
MMM-012	Customs must accept track 4 manifest information through AMS and ITDS pilot.	1.2, 2	Subject to Customs policy determination. Please note the ITDS pilot has been terminated
MMM-013	If a carrier makes necessary changes to its AMS programming to accommodate NCAP, then Customs must be able to accommodate NCAP shipments at every port where the carrier files an automated manifest.	1.2, 2	Subject to Customs policy determination.
MMM-FR-01	Code Share/Slot Charter is when multiple move shipments on a single conveyance with multiple participants sending manifest data to Customs. All code share partners on each conveyance will be declared to Customs. A. Participants will use their own unique trip number. B. The conveyance departure message would be sent by the carrier/owner/operator. C. The Trip Data, GEN DEC, would be sent by the carrier/owner/operator only.	2	Subject to Customs policy.

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MMM-FR-02	The Multi Modal Manifest system needs to support the capability for different parts of a split shipment to arrive and release through multiple ports of arrival for processing at the same port of entry. A. The system should allow the carrier to report only the boarded pieces for each split shipment on a conveyance and the broker would be responsible for reporting the total quantity. B. The carrier needs to be permitted to amend manifest pre-and post-arrival. C. Carriers need to use the BOL/AWB as the USCS 7512 control number for all parts of a split shipment.	1.2, 2	Subject to Customs policy.
MMM-FR-03	The Multi Modal Manifest System needs to support the various release mechanisms offered by U.S. Customs.	1.2, 2	
MMM-FR-04	Streamline the transportation of merchandise moving in-bond. Eliminate redundancies and tighten controls on in-bond cargo, bond liability and transfer of bond liability.	2	
MMM-FR-05	Carrier Web Portal Requirements including view/list/search capabilities needed, maintenance functions required, query and download capabilities, status notifications and searches.	2	
MMM-HL-01	A. Allow for third party to submit cargo data related to the carrier's manifest. B. Extend bond to them. C. Do not require cargo data for House Bills to be supplied by carriers. D. Allow carrier/cargo to proceed to first point of operational intervention under carrier bond if third party data requirement is not met.	2	Subject to Customs policy determination and possible regulatory changes.
MMM-HL-02	Standardization of cargo and conveyance information for all modes of transportation for import and export. A. Single enterprise architecture for all modes. B. Common manifest (common reporting of cargo & conveyance detail). C. Common set of operating procedures for Customs. D. Common user interface.	1.2, 2, 4	Initial functionality begins with truck manifest in Increment 1 Release 2 and will be completed in Increment 4 with exports and the single multi-modal manifest.
MMM-HL-03	Automate the transfer of custodial and manifest liability.	2	Accommodated through the carrier's account profile.

<i><b>TSN Requirement #</b></i>	<i><b>TSN Requirement Description</b></i>	<i><b>Increment (s)</b></i>	<i><b>Comments</b></i>
MMM-HL-04	Carriers should be responsible and held accountable for transportation data only. Unmatched piece counts should not be the responsibility of the carrier to resolve nor should it hold up delivery of cargo.	NA	Subject to Customs policy determination. Not an ACE systems requirement.
MMM-HL-05	USCS regulations currently require a separate identifying control number for each part of a split shipment. The air waybill number is used for the first part of the split and individual USCS 7512 control numbers are assigned to each subsequent part of the split shipment. Retain option of using the V number.	2	Subject to Customs policy determination and possible regulatory changes.
MMM-HL-06	Expand the Customs Automated Forms Entry Systems (CAFES) pilot program to all modes of transportation and to all ports with high levels of in-bond traffic. A. Every mode should be able to use all capabilities. B. Small entities should be able to access the electronic system.	2, 4	
MMM-HL-07	Customs authored Transportation Dictionary.		Subject to Customs policy determination.
MMM-HL-08	Pre-departure/preliminary manifest submission should be made available for all transportation modes. A. All modes should be able to submit individual bills ahead. B. Accept either multiple manifest or single bills to be compiled into one manifest.	2	Subject to Customs policy determination and possible regulatory changes.
MMM-HL-09	A paperless and border-wide BRASS system is required.	1.2, 2	Subject to Customs policy determination.
MMM-HL-010	All federal government agencies that require manifest information should be connected to U.S. Customs' automated system.	1.2, 2, 3, 4	Initial PGA participation will begin in Increment 1 Release 2 and will expand throughout ACE as PGAs continue to interface with ACE.
MMM-HL-011	To allow for remote filing for all entry methods.	2	Subject to Customs policy determination and possible regulatory changes.
MMM-HL-012	When US Customs is informed by ocean carriers the port of discharge has been changed, US Customs system can replace the original port of discharge with the new port of discharge automatically without requiring ocean carrier re-transmit amendment on B/L by B/L basis	1.2, 2	Subject to Customs policy determination.



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MMM-HL-013	Multiple participants sending and receiving manifest messages for a single conveyance. A. The owner/ operator or their agent would be responsible for submitting the general declaration and hardcopy manifest presentation, if required. B. All participants will send their part of the manifest electronically for the conveyance under their own bond. C. The ACE system would need to return the status messages to the return address of the sender.	2	Subject to Customs policy determination and possible regulatory changes.
MMM-HL-014	Rethink the current in-bond process to eliminate redundancies and utilize automation.	2	Subject to Customs policy determination and possible regulatory and statutory changes.
MMM-HL-015	The unique bill of lading number used by airlines shall be composed of the following elements: carrier's code, origin airport code and air waybill number. A. The bill shall also be identified in the system by the destination code, flight number and flight date.	2	Subject to Customs policy determination.
MMM-HL-016	Re-prioritize manifest and in-bond in the step chart to an earlier position.	NA	Completed. Truck manifest is covered in Increment 1 Release 2. Manifests' for all other modes is covered in Increment 2.
MMM-HL-017	Incorporate planned improvements to ACS AMS system into the new system	2	
MMM-HL-018	Allow for pending in-bond actions to be held for activation (i.e. permits to transfer, additional in-bond legs).	2	Subject to Customs policy determination and possible regulatory changes.
MMM-HL-019	Allow for release/hold information to be sent while in-bond traffic is still moving in the US to the final destination.	2	Subject to Customs policy determination and possible regulatory changes.
MMM-HL-020	Automate the transfer of In-Bond shipments from carrier's bonded facility to Foreign Trade Zone.	2	
MMM-HL-021	Carrier to receive notice if remote entry is filed. A. Allow remotes on In-bond cargo. B. Any in-bond by carrier should be cancelled by remote entry.	2	Subject to Customs policy determination.
MMM-HL-022	US Customs system will automatically close/cancel an IT if an entry is filed and a release is given, after the fact at the IT origin.	2	Subject to Customs policy determination.

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MMM-HL-023	Expand the export progressive clearance process to allow cargo that has been cleared for export at an inland gateway to transload to another international export conveyance of the same carrier at another US gateway.	4	Subject to Customs and PGA policy determinations and possible regulatory changes.
MMM-HL-024	Eliminate manifesting requirements between Puerto Rico and the mainland United States.	NA	Subject to Customs and PGA policy determinations and possible regulatory changes. Not an ACE system requirement.
MMM-HL-025	Broker (filer code) download should be made available for all transportation modes from Customs (Rail is currently using).	1.2, 2	Subject to Customs policy determination
MMM-HL-026	Entrance and clearance of transportation conveyances must be automated for all modes.	2, 4	
MMM-HL-027	Administrative message system related to the manifest system, for all participants.	1.2, 2	
MMM-HL-028	More complete information is required when Customs places a hold on cargoes.	1.2, 2	Subject to Customs policy determination
MMM-HL-029	Pilot between Canada and the US the elimination of manifesting and entry requirements for movement of cargo between NAFTA countries.	NA	Subject to Customs and PGA policy determinations and possible regulatory and statutory changes. Not an ACE systems requirement.
MMM-HL-030	Provide for an electronic Master FIRMS Code list to the public.	NA	Subject to Customs policy determination. Not an ACE system requirement.
REV-001	Provide a financial component to ACE for the management of Customs Trade Accounts that supports account based, periodic payment for accounts on Tracks 2,3 and 4 who elect to use this payment vehicle. A. Statements on accounts should reflect all Importer Activity Summary Statements (IASSs) as well as any other entries flagged for periodic payment for the month. B. Statement adjustments should be allowed prior to final statement without sanction by Customs if error is clerical and manifest from the paperwork. C. Additionally, the statement should reflect any adjustments by Customs. Refer to proposal specifications for additional details.	1.2, 2, 3, 4	I1,R2 – Generate statements and accept periodic payments via ACH credit, based on ACS activity.I2, R1 – Periodic payment to additional accounts.I2, R2 – Voluntary tender, violation billing, regulatory audits.I3 – Periodic payments to include ACE summary (ES, IASS and recon) transactions, as well as liquidation revenue adjustmentsI4, Periodic payments to include exports, drawback.

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REV-002	Preserve current mechanisms for settling financial obligations to and from Customs, including daily statements via ACH debit/credit/check, single payment, etc. Add EFT to support single entry payments.	2, 3, 4	I2, R1 – Daily statements including ACH debit.I2, R2 – Voluntary tender, violation billing, regulatory audits.I3 – Daily statements to include ACE summary (ES, IASS and recon) transactions, as well as liquidation revenue adjustments.I4 – Daily statements to include exports, drawback.
REV-003	An electronic mechanism for the filing, amending, canceling and monitoring of bonds.	2, 3	I2, R1 – eBond management (admin and query features)I3 – Bond sufficiency
REV-004	ACH Refund – Process that will electronically deposit refunds due from US Customs to an importers financial institution.	3, 4	
REV-005	Ability to access Payments Due, Outstanding refund claims, approved Refunds not issued	1.2, 2, 3, 4	Full capability to access all requested items in I4.
REV-006	Improved tools by US Customs to control automated issuance of Liquidated Damage Demands (CF5955A)	3, 4	Increment 3 – Revenue billing and collections to include liquidation damages.
REV-007	Better notification system to the Trade	3	
REV-008	Customs must reproduce in ACE a system similar to the existing system that does extract to sureties.	3, 4	
REV-009	Automate all claims; notify sureties in the event of a claim; provide claims supporting data to sureties.	3, 4	I3, Future – ACE shall allow for multiple customer accounts of the same surety to be dunned at one time.
REV-010	All refunds on payments by the surety under its bonds will be tendered directly to the surety with applicable interest, rather than to the bond principal.	3, 4	
REV-011	The system will provide functionality that allows customs brokers to settle user fees specified in 19 C.F.R. 111.96(c) and 111.96(d) by check at a single Customs office designated for collection of payments or by EFT or similar electronic means through ACE.	2, 3	

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REV-012	<p>The system will provide functionality equivalent to the current CF4811 that allows an importer to redirect Customs bills, refunds and notices of liquidation, singly or in any combination. Additionally, the system will provide for these changes to be defined, at the importer's discretion, with maximum flexibility, e.g.</p> <p>A. If an importer employs more than one entry filer, it can employ this functionality to the respective filer for the underlying entry transaction at the entry or summary level. B. It may elect to designate a single account to receive the items.</p> <p>C. It may select only specified entries or summaries for redirection</p> <p>D. It may set-up any logically consistent method for distribution of the items.</p>	1.2, 2	
REV-013	<p>Provide the ability for Customs to recognize a crossing and determine that the carrier has pre-paid the annual border crossing fee or should be billed for a month of crossings (up to 20 crossings annually).</p> <p>A. Carriers not using transponders should be able to present debit and credit cards or cash to Customs at the border.</p> <p>B. Carriers with multiple truck should be able to make one annual payment for the fleet (account) at the beginning for the year.</p>	2, 3	